

## IN BUSINESS CIRCLES

### SUGAR.

The Federal Reporter of July 19th says of the raw sugar market:

**Raw Sugar.**—The raw market is firm and higher. As previously reported, sellers have refused to offer their supplies at under the basis of 4.35c, duty paid for 86 centrifugals, and, finding themselves unable to procure any better returns, Messrs. Arbuckle Bros. yesterday entered the market, and took about 175,000 bags Cuba and Porto Rico centrifugals, on the basis of 4.35c, delivered for the Porto Ricans, and 3.90c, cost and freight for the Cubans, the sugar being in various positions, in port, afloat, July, and first half August shipment. In addition to this, probably 25,000 bags were sold on the same basis, making the total of about 200,000 bags. With the exception of one or two lots for July shipment, this cleared the market of all offerings, so that the closing is firm, with the tendency in sellers' favor, on the basis of 4.35c, duty paid for 86 centrifugals, 3.85c, duty paid for 89 Muscovados, and 3.61c, duty paid for 89 muscovados sugars.

**Cuba.**—Taking the amount of sugar sold for shipment from the stocks of 207,000 tons, leaves very little sugar in first hands, so that it can be said that the remaining stocks in the island are mostly in strong hands, who are in a position to take advantage of the market, and hold for the higher prices that are justified by the actual situation. The weather continues favorable.

**Europe.**—The market abroad continues to fluctuate within a narrow range, and with values well held. The market closes steady, as follows:

July—Buyers 14s. 9d., equals 5.15c, duty paid New York.

August—Buyers 14s. 10 1/2d., equals 5.17c, duty paid New York.

October—Buyers 14s. 11s. 5 1/2d., equals 4.43c, duty paid New York.

January—Buyers 14s. 6 1/2d., equals 4.44c, duty paid New York.

**Refined Sugar.**—In sympathy with the higher prices in the raw market, the Federal Sugar Refining Company today advanced their price for prompt shipment from 5.10c. to 5.15c., and announced that they would accept a limited amount of business at 5.10c., for shipment within two weeks. In view of the rapidity with which purchasers made early in the month are being depleted, and certainly that before long buyers will be in need of stocks, the trade will do well to take

advantage promptly of the proposition, made by the Federal. Other refiners are firm, on the basis of 5.15c, with Messrs. Arbuckle Brothers quoting soft sugars at 5.25c. for granulated. The strike in the Havemeyer & 150c refinery continues, and there does not seem to be any immediate prospects of this refinery resuming. The consuming demand for refined sugar is very heavy, and all refiners are more or less oversold, particularly on assorted orders. The underlying situation favors higher prices as the season progresses.

The success that attends the management of the Honolulu Iron Works when it goes abroad in search of business has been further demonstrated by the return of Manager Hedemann from Japan, where he secured a contract for the construction of an entire new sugar factory for the Meiji Sugar Company of Formosa.

It is stated that the new factory will be about the size of the Oahu and Waiatua mills and will also be equipped for the manufacture of white granulated sugar for the markets of Formosa and Japan.

It is a noteworthy fact that the contract was secured by the local corporation from three competitors, two European and one from the mainland.

### New Immigration Chief.

The announcement of the appointment of Dr. Victor S. Clark as chairman of the Territorial Board of Immigration to succeed Richard Ivers was made the first of the week. Dr. Clark has demonstrated his fitness for the position that he will undertake upon his return to the Territory. As enumerator in charge of the Hawaiian census and as a special investigator for the Federal government in immigration matters, he has gained a knowledge of conditions obtaining in Hawaii and sources of possible immigration to the Territory that cannot but prove valuable to him as chairman of the Territorial Board of Immigration.

### Hilo Wharf License.

An important question of public policy, and the administration of the Territorial wharves is involved in the problem that has arisen in connection with the Hilo wharf license which has been applied for by the Hilo Railroad Company. It was about to be granted by Governor Frear when formal protest was made by the Inter-Island Steam Navigation Company and sev-

eral other corporations that are interested in preserving their rights as freight handlers at the port of Hilo.

To this protest has been added that of the Hilo Board of Trade against hasty action by the Government. The protests have had their effect and the matter is still in abeyance. The granting of the license in the form proposed would establish a bad precedent, in the opinion of the protestants, as it would place the control of the wharf absolutely in the hands of the Hilo Railway Company.

### Building Active.

Building operations on Oahu, and especially in the suburbs of Honolulu, have never been prosecuted to such an extent as at the present time. There are fully forty buildings under construction in that part of the city lying east of Moiliili. It is a fact that the new buildings are so thick in that growing district that the odor from the new lumber makes one think that they are in the region of a saw mill.

The new McNerny block, which is proposed for the corner of King and Bishop streets, is being held up awaiting developments in the new Federal building site. It is proposed to wait and see what the business needs of that section will be before erecting a building that is to cost in the neighborhood of \$100,000. Such being the fact it will probably be some time before the new building graces the corner purchased for it.

### The Stock Market.

The week opened up with a fairly good showing of business in local stocks. The slight depression of the week before, possibly caused by the plebiscite, was completely overcome and dealings have resumed their usual swing.

Nothing of an unusual nature has come to the surface and most of the business of the week has been done in the lesser stocks and showed a tendency to move upward if anything. A few of the higher priced stocks have changed hands, mostly between boards.

On Monday a block of fifty shares of Kekaha came to the surface and changed hands at 200. The standing bid for this stock is 195 but there seems to be very little of it floating around at that figure. Oahu has skipped around at prices from 31.50 to 32, and quite a number of shares have moved at that figure.

Oahu and McBryde are the two stocks that are looked to with confidence and received attention during the course of the week.

The Honolulu Brewing and Malting Co. has been one of the moving stocks during the week, and has been a money maker for those who had the fortitude to purchase during the plebiscite slump.

During the latter part of the week

the long dry spell was broken by a fairly good downpour that seemed to be general throughout this island and in consequence the plantations are all looking better to those who hold shares in them.

Taking it all in all things are satisfactory. There is no labor trouble in sight, the price of sugar is good and the prospects are bright for a good year.

### About Formosa Sugar.

The Beet Sugar Gazette for July publishes the following:

"William Dyer, assistant superintendent of the Honolulu Iron Works, returned recently from Formosa and the Philippines, where he has been looking after business matters for his company. Mr. Dyer is greatly impressed with the future possibilities of sugar production in Formosa. He states that there are at present in course of erection in the island of Formosa six modern sugar factories with capacities ranging from 800 to 1200 tons of cane per 24 hours. One of these is in reality an enlargement of an existing factory—that of Aka which is being increased to a capacity of 2,800 tons instead of 1,200 as originally constructed. All of these factories are located in the southern part of the islands and are being erected by British, German and American engineers. In this particular class of work the Honolulu Iron Works has the advantage of experience in the Hawaiian Islands, and while the other mills are being erected by the very best engineers in the world, when it comes to detail the Hawaiian company has a great many advantages over the others.

Next year Formosa will be in a position to fully supply Japan with raw sugar. This whole development has been made since 1906 and is something really remarkable. The present sugar consumption of Japan is something like 200,000 tons, which had come mostly from Java and some from Peru.

There is no labor "situation" in Formosa. The labor supply is unlimited for all practical purposes. The field laborers are mostly Chinese and the remainder largely Tainans—the people of the country. These latter are the agricultural class of Formosa and are of Chinese origin. Very few Japanese are employed as laborers.

Japanese capitalists own the factories and railroads and control the situation generally. The people of this race, therefore, are the heads of the mills, the chemists, engineers, clerks, managers and overseers.

With one exception, there are no large holdings of cane land in Formosa. The cane is purchased from the land owners and the cost to the sugar factories is about half what it costs to produce the same quality of Hawaiian cane. The land on which

the cane is grown is mainly rice land and the crops are rotated with rice. The cane usually is planted in March and is harvested from December to May. The climate of Formosa is divided into strictly wet and dry seasons, the dry season extending from December to June, and the wet from June to November."

## WHARF SCHEME "AIRING" WAS FLEETING

(Continued from Page 1)

freight to be shipped at Kahului demanded better harbor facilities, and we would be obliged to keep on improving the harbor facilities for years to come. This is also true of the Hilo harbor and of all the main shipping ports outside of Honolulu. Each of the main shipping ports in the islands adjoins large areas of fertile land, where in the near future large amounts of sugar, pineapples and other products will be produced and shipped.

"In this connection let me say that there should be a well-considered plan for the future development of the Hilo harbor, and all the island harbors, before any wharves are built; such a plan, for instance, as we have at Kahului. I was in the Hawaiian Legislature for fourteen years, and during that time had more or less, as a committeeman of the Legislature, to do with the improvements of the Honolulu harbor, and one point impressed me very much indeed, and that was, it was very unfortunate that in early days a well-considered plan of Honolulu harbor, and future development of the same, had not been made before the large sums of money that have from time to time been appropriated for harbor improvements and wharves had been expended. I remain, yours very truly,

H. P. BALDWIN."

"Hilo Sugar Company,  
Wainaku, Hilo, Hawaii."

"August 4, 1910."

"Hon. Walter F. Frear, Governor,  
Territory of Hawaii, Honolulu."

"Dear Sir:—The matter of granting a license or franchise to the Hilo Railroad Company to construct a wharf in the harbor of Hilo, has only been brought to the notice of the Hilo public by articles published in the Honolulu papers of a late

date, and very few people, unless they have a direct interest in this work, know that a valuable and almost exclusive franchise is being asked for by this company.

"At the public meeting called by Major Winslow a short time ago, only the harbor and pierhead lines were up for discussion, and the impression given in Honolulu that this franchise was also considered is not correct. There has been issued a call for a public meeting to be held on Saturday at 2 p. m., to thoroughly consider this very important matter, and I am pleased to see by today's News that you will defer action until the Hilo public can have a hearing.

"I am heartily in favor of granting this franchise (and so have informed Mr. L. A. Thurston) to the H. R. Co., to build this wharf for the carrying on of their business, but I am strongly opposed to it unless there is a clause inserted compelling them to build a proper public approach to same, whereby the public can have access to it by any means they see fit to use. If granted without this clause being inserted, the public will be completely at the mercy of this company, as not a pound of freight or other article can pass over it without paying tribute to it.

"When this structure is completed it is reasonable to expect that the steamers of the American-Hawaiian and Matson lines will make use of same. As the Wilhelmina is becoming a very popular passenger boat between the islands, and should discharge and receive its passengers at this wharf, these people will be compelled to make use of the company's cars and trains, as to time, etc., as no other vehicle can get within one-eighth or one-quarter of a mile of this wharf, as there is no approach provided for the use of the public.

"Governor, do you consider this an up-to-date proposition, supposing that you wish to see your wife off on the steamer and have every convenience to get her to it in comfort? You are prevented from doing so because the Government has granted a valuable franchise whereby a proper public approach is not required. Then to have Mr. Thurston tell you that if the public wanted a road to build it themselves!

"The people in Hilo who have their means invested in drays, expresses, hacks and autos have some rights to be considered, as well as the railroad company, as if they are not allowed to reach this wharf to compete for trade in a business way, a large number of them will become bankrupt.

Established 1750

Walter Baker  
& Co.'s

## CHOCOLATES and COCOAS

For eating, drinking and cooking  
Pure, Delicious, Nutritious

"THE LAST DROP IS AS GOOD AS THE FIRST"



Registered U. S. Patent Office

Breakfast Cocoa, 1-2 lb. tins  
Baker's Chocolate (unsweetened), 1-2 lb. cakes  
German Sweet Chocolate, 1-4 lb. cakes

For Sale by Leading Grocers in Honolulu

Walter Baker & Co. Ltd.  
DORCHESTER, MASS., U. S. A.

50 HIGHEST AWARDS IN  
EUROPE AND AMERICA

"Tonnage Tax.—I do not see that the Hilo people should be compelled to pay a tax of five cents per ton on every ton that passes over it, as this tax is not exacted in Honolulu, on either the public or private wharves. All I ask is to have the Hilo public treated on the same plane as our friends in Honolulu. The tax is not a serious matter anyway, but all should be treated alike.

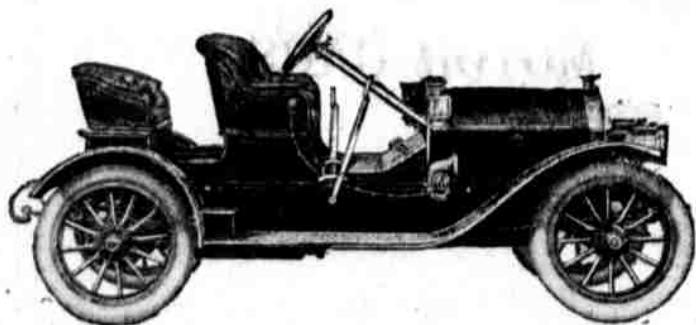
"The editor of the Hawaii Herald heads his article in his paper thus, 'Would Stop Hilo Wharf,' insinuating that the Matson company and the Inter-Island company would stop the construction of this wharf if they could. This is entirely false so far as the Matson company is concerned, as I know that Captain Matson only asks that a proper public approach be provided to any wharf at which our vessels tie up.

"I have been closely connected with Captain Matson in this line for

(Continued on Page 7.)

# MITCHELL AUTOMOBILE

The most popular and remarkable low-price Automobile in the market today. It has demonstrated its superiority on Oahu roads. Very powerful and silent, easy riding and smooth running.



Model R

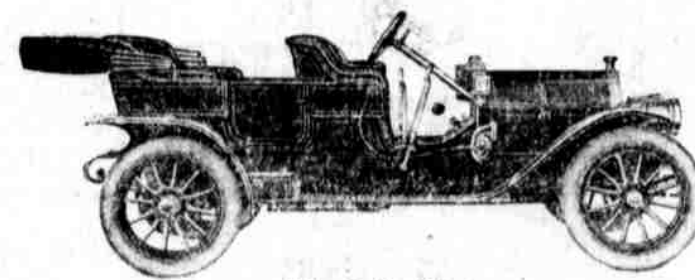
30-35 h. p., 4 cyl., 4 speed and reverse, selective transmission, 102-inch wheel base, 32-inch wheels all around, magnet and battery ignition. Full equipped with top, automatic wind shield, lamps, head-lights and generator, wheel-jack and tools.

\$1350

Delivered ready for use in Honolulu. Shingle, rumble or surrey seats, making two, three or four-passenger car.

## 1910 Models

"Silent as the foot of Time"



Model T

30-35 h. p., 4 cyl., 3 speeds and reverse; selective transmission, 112-inch wheel base, 34-inch wheels all around, magneto and battery ignition. Full equipped with top, automatic wind shield, lamps, head-lights and "Pres-to-lite" tank, wheel-jack and tools.

\$1650

Delivered ready for use in Honolulu. Five passenger touring or 4-passenger toy tonneau body.

DEMONSTRATIONS CHEERFULLY GIVEN

# SCHUMAN CARRIAGE CO., LTD.,

Merchant  
Street